

and restore those parcels in a manner that is consistent with the surrounding environment. Areas of concern include, but are not limited to, Jocko River crossing, Ravalli Canyon, and Evaro Hill, and parcels of land abutting US 93 at public road intersections.

- Coordinate with local governments regarding multi-jurisdictional zoning and development issues.
- Evaluate the feasibility of purchasing scenic or conservation easements to protect selected critical views. Areas of concern include, but are not limited to: the view of Flathead Lake from Polson Hill, and the view of the Mission Valley from the proposed Ravalli Hill visitor center.
- Tribal traditional knowledge together with contemporary wildlife mortality data indicate that wildlife crossings are needed at the areas between stations: (1) 141.2-148 on the right (east); (2) 161-162.4 on the right (east); (3) 163-163.6 on the left and right; (4) 308-312.8 on the right (east). The success of these crossings is dependent upon preserving and restoring the habitat abutting both sides of the highway and therefore MDT will diligently seek to acquire institutional control (i.e. fee title or conservation easement) in order to protect and preserve the wildlife approaches to these crossings.
- Secure open space protection left of recommended Arlee couplet (i.e. land west of recommended couplet) opposite mainline station 288.4-296.

Traffic Control Devices

Traffic control devices includes signal lights, lighting, crosswalks, and paint markings. Use state warrants for traffic control devices.

- Ensure all traffic control devices follow the national guidelines outlined in the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD covers all aspects of the placement, construction and maintenance of every form of approved traffic control. The guidelines prescribe five basic requirements for all devices. They must: fulfill a need; command attention; convey a clear, simple meaning; command respect of road users; and give adequate time for proper response. The MUTCD emphasizes “uniformity” of traffic control devices, meaning that the device conforms to regulations for dimensions, color, wording and graphics. A device should convey the same meaning at all times since consistent use protects the clarity of their messages.
- Mark crosswalks at intersections where there is substantial conflict between vehicle and pedestrian movements, where significant pedestrian concentrations occur, or where pedestrians could not otherwise recognize the proper place to cross. Crosswalks are marked to encourage pedestrians to use a particular crossing. Examples of such locations include, but are not limited to, the following: approved school crossings and signalized intersections where there is significant pedestrian traffic and one or more crossing locations have been prohibited.
- Encourage local school districts to utilize school-crossing guards in areas where school crossings occur instead of resorting to pedestrian-activated signals.
- Use painted crosswalks only where necessary to direct pedestrians

along the safest route.

- Utilize consistent paint striping to establish a system of traffic control information that drivers can easily understand and follow.
- Install traffic signal lights only where less restrictive signs or markings do not provide a sufficient level of control. Traffic signals are intended to facilitate the orderly movement of traffic and are the most restrictive form of traffic control. Most intersections would not necessarily be improved or made safer by installation of a signal since unnecessary signals cause hazardous and annoying delays to the flow of traffic.
- Avoid using pedestrian-activated signals. Pedestrian signals are installed for two main reasons: a high volume of foot traffic at an intersection, or the signals directing motorists don't meet the needs of pedestrians. If existing traffic signals meet the needs of people on foot - the signals are easy to see and provide plenty of time to cross safely - there is not a need for pedestrian signals.
- Avoid using flashing beacons in an effort to simply slow down traffic. The purpose of flashing lights is to attract attention to unexpected hazards. A flashing beacon is most effective as a warning of unexpected or hazardous conditions not readily visible to drivers.

School Bus Turnarounds

To improve the safety and efficiency of designated school bus routes, provide school bus turnarounds at locations selected jointly with the school districts.

4. Bibliography

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